

ABSTRACT

The present invention provides a torsion attenuator for a vehicle frame having first and second longitudinal frame rails extending substantially parallel to a longitudinal axis. A torsion attenuator in accordance with one embodiment of the present invention includes first and second brackets coupled to the first and second frame rails, respectively. The torsion attenuator further includes a cable coupled at a first end to the first bracket, and coupled at a second end to the second bracket. A torsion attenuator in accordance with the present invention provides that the torsional loads are distributed to the frame rail system, rather than to the individual rails. Such a torsion attenuator may be especially advantageous in suspension systems that employ air springs.